

MOTION BY SUPERVISOR ZEV YAROSLAVSKY

November 29, 2011

The Los Angeles County Bicycle Master Plan should establish a clear vision that Los Angeles County, in partnership with the 88 cities within the County, will become a leader in making bicycling safer, more convenient and more enjoyable for all bicyclists. Doing so will improve public health, clean our air, and create additional options for bicycle commuting, travel, and recreation.

The draft Plan that has been prepared thus far by the Department of Public Works is noteworthy in taking the first major steps in updating the County's antiquated 1970's era bike plan. All those who worked on it should therefore be commended. It is also critical to note that the draft Plan is not yet final: the Department of Public Works will have to complete the environmental review of the plan, and the Regional Planning Commission (and, later the Board of Supervisors) will hold additional public hearings before the Plan can be finally approved. These additional steps must all be finished, and the plan adopted, before March of 2012 in order to comply with grant deadlines.

Given this constraining timeline, it is critical that the Board of Supervisors not wait to send a clear message that we expect this plan to do more to make the County a better, safer place to bike. While acknowledging that additional public input can be

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given to, and additional changes may be made by, the Regional Planning Commission, physical changes to the plan that could affect the Program Environmental Impact Report realistically need to be made now—before the Final Program Environmental Impact Report is released, which is currently set to occur later this month.

Of greatest significance, members of the Los Angeles bicycling community have raised the clear and repeated point that the draft Los Angeles County Bicycle Master Plan should do more to embrace innovative street design and bicycle amenities that will improve public safety and bicycling comfort. I agree.

To the maximum extent possible, the Plan should promote the use of leading-edge designs such as those found in the Model Design Manual for Living Streets that was prepared by the Department of Public Health. These innovations should, at minimum, include cycle tracks, bicycle boulevards, paint treatments, and better integration of bicycle facilities into the built environment. In addition, neighboring jurisdictions have piloted non-standard cross sections and designs where they have deemed it appropriate and safe to do so. As a result, these jurisdictions are making their own streets better for bikes, and have helped transform the debate about how Southern California can become a more bicycle-friendly region. While recognizing that some of these changes will be more appropriately made in other County planning documents, this Plan should 1) explicitly allow the use of these innovative designs once they become adopted State-wide standards; and, 2) contain provisions that would facilitate Los Angeles County's early adoption of these methods where it is safe and cost-effective to do so.

By making these changes now—including cycle tracks as an option within the

draft Plan, and creating the explicit ability to consider innovative street design guidelines that promote bicyclist and pedestrian safety—the Board of Supervisors can ensure that the draft Bike Plan will not just move us out of the 1970's, but move Los Angeles County forward as a leader in 21st Century bicyclist safety and comfort.

I, THEREFORE, MOVE that the Board of Supervisors instruct the Director of Public Works to immediately:

- 1) Amend the Draft Los Angeles County Bicycle Master Plan to include Cycle Tracks as well as other innovative bikeway road types and cross sections within the Plan as allowed options, which may be implemented by the Department once they are approved by the State, and the Director determines that using such a design would promote the safety of all users of the street, including bicyclists, pedestrians, and motorists;
- 2) Explicitly allow the use of these and other innovative designs once they become adopted California design standards;
- 3) Include provisions within the Plan that will facilitate Los Angeles County's early adoption of these methods through participation in the State's program to approve experimental projects, where the Director believes such participation would be cost effective and improve safety for members of the public;
- 4) Work with the Director of Regional Planning and the Director of Public Health to identify where the model street designs included in the Model Design Manual for Living Streets would be appropriate for inclusion in the General Plan Mobility Element, clearly referencing where these model street designs or other innovative features should be considered;

- 5) Take any actions necessary to update the Plan's Program Environmental Impact Report so as to allow these changes to be incorporated into the final Plan before the March 2012 deadline for adoption;
- 6) Continue the Department's collaboration with the bicycling community in preparation for the Regional Planning Commission's consideration of the draft Plan in January 2012; and,
- 7) Report back to the Board of Supervisors within 45 days regarding progress made toward completion of all of these objectives.

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